

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4797

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THURSDAY, MARCH 16, 1905.

四月

號六十一月三英港香

S. 100 PER ANNUM
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1860.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 9,510,000

Head Office—YOKOHAMA.

Branches and Agents—
TOKIO, LONDON, NEW YORK,
NAGASAKI, HONOLULU,
LYONS, SAN FRANCISCO, SHANGHAI,
BOMBAY, NEWCHWANG,
TIENTSIN, LIAOYANG,
PEKING, DALNY,
KOBÉ.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARKE'S BANK, LTD.
THE UNION OF LONDON AND
SMITHS BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

6 " 4 "

3 " 3 "

TAKEO TAKAMICHI,
Manager.

Hongkong, 17th January, 1905. [20]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000 \$10,000,000
Silver Reserve \$8,000,000 \$8,000,000
RESERVE LIABILITY OF PROP'TONS. \$10,000,000

COURT OF DIRECTORS:
H. E. TOMKINS, Esq., Chairman.
H. A. W. SLADE, Esq., Deputy Chairman.
E. Goetz, Esq.
Hon. W. J. Gresson.
A. Haupt, Esq.
A. J. Hubbard, Esq.
H. Schubart, Esq.

Chief Manager:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. M. BEVIS.

London Bankers—London and China
Banking Company, Limited.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent per annum.
For 6 months, 3 per cent per annum.
For 12 months, 4 per cent per annum.

J. R. M. SMITH,
Chief Manager,

Hongkong, 18th February, 1905. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ per
cent, per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT, per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [23]

THE DEUTSCH ASIATISCHE BANK

AUTHORIZED CAPITAL Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin Calcutta Hankow
Tientsin Tsingtau (Kiautschou)

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 12th August, 1904. [24]

INSURANCE.

NATIONAL GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.

Hongkong, 18th May, 1901. [25]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORISED GOLD \$10,000,000
CAPITAL PAID UP GOLD \$ 3,947,200
RESERVE FUND GOLD \$ 3,947,200

HEAD OFFICE: NEW YORK.

LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED,
UNION OF LONDON AND SMITHS BANK, LTD.
BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange business,
receives Money in Current Account and accepts
Fixed Deposits at Rates which may be ascertained
on application.

CHARLES R. SCOTT,
Manager.

20, Des Voeux Road,
Hongkong, 18th February, 1905. [21]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP-CAPITAL 2,500,000

HEAD OFFICE: SHANGHAI.

Branches and Agents.
CANTON, PENANG,
CHEFOO, SINGAPORE,
HANKOW, TIENTSIN,
PEKING.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
Branches and Agents, and Sells Drafts and Telegraphic Trans
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

3% per Annum Fixed Deposits for 3 months.

4% " " " 6 "

5% " " " 12 "

E. W. RUTTER,
Manager.

Hongkong, 6th January, 1905. [19]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE: LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHARE
HOLDERS £800,000

RESERVE FUND £800,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the RATE of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

6 " 6 " 3 " 3 "

7 " 3 " 2 " 2 "

T. P. COCHRANE,
Manager.

Hongkong, 19th May, 1904. [24]

THE PHARMACY, DISPENSING AND FAMILY CHEMISTS.

A WELL ASSORTED STOCK

OF DRUGS, PERFUMERY, TOILET AND
SICK ROOM REQUISITES, &c.,

always on hand.

A large variety of CHOCOLATES, in Fancy
Boxes, at reduced prices, owing to favourable
exchange.

Note—Address:

56, QUEEN'S ROAD CENTRAL,
Hongkong.

Hongkong, 23rd January, 1905. [43]

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Macila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chonulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Madura, Kure, Shimonesaki, Moji, Wakamatsu,
Karatia, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A Codes).
CONTRACTORS OF COAL to the Imperial Japanese Navy and arsenals and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamamoto and Ida Coal Mines; and
SOLE AGENTS for Fujinotani, Hoko, Hondo, Ichimura, Kanada, Mameda, Mantoura,

Onoura, Otsuji, Susahara, Tsubakuro, Yoshinotani, Yohio, Yunokihara and other Coals.
S. MINAMI, Manager, Hongkong.

[38]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS. TO SAIL ON REMARKS.

YOKOHAMA via SHANGHAI,	CEYLON,	About 19th	Freight and Passage.
MOJI and KOBE,	C. F. Lockstone, R.R.	March	Passage.
Passing through the Island Sea.			
SHANGHAI,	SIMLA,	About 24th	Freight and Passage.
	F. R. Summers,	March	Passage.
LONDON, &c.,	MALTA,	March 25th,	See Special Advertisement.
	R. A. Peters,	Nova,	
LONDON and ANTWERP via SINGAPORE, PENANG, MALACCA,	W. B. Babot, R.R.	About 29th	Freight and Passage.
COLOMBO, PORT SAID and MARSEILLES,		March	Passage.

For Further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, 16th March, 1905. [2]

Intimations.

LANE, CRAWFORD & CO.

ARDATH TOBACCO CO'S

SPECIALTIES.

CABINET CIGARS in hermetically sealed tins of 25

Per Tin \$2.50

QUO VADIS CIGARETTES (Turkish) " 50 1.50

ASTORIA " (Virginia) " 50 1.50

STATE EXPRESS " No. 555 " " 50 1.00

ARDATH TOBACCO " " 1 lb. 1.00

FINEST EGYPTIAN CIGARETTES " Luang", Gold Tipped 50 1.25

" " " " " pkts. of 10 0.25

" " " " Cleopatra " 50 1.00

LANE, CRAWFORD & Co.

Hongkong, 17th February, 1905. [34]

POTASH SULPHUR WATER

IN BOTTLES, HALF-BOTTLES AND SPLITS.

For STOMACH troubles and all diseases arising from excess of
URIC ACID such as Rheumatism and Rheumatic Gout consumers
are benefited by drinking the water, it being a perfect alkaline cor
rective. It mixes well with Wines and Spirits without in any way
destroying the flavour.

SOLE AGENTS FOR HONGKONG—

CALDBECK, MACGREGOR & CO.

15, QUEEN'S ROAD,
Hongkong, 2nd March, 1905. [17]

E. C. WILKS & Co., CONSULTING MARINE & ELECT

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN"	2,362 tons,.....	Captain H. D. Jones.
" " "POWAN"	2,338 "	R. D. Thomas.
" " "FATSHAN"	2,300 "	W. A. Valentine.
" " "HANKOW"	3,073 "	C. V. Lloyd.
" " "KINSHAN"	1,995 "	J. J. Lissius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons,.....	Captain W. E. Clarke.
Departures from Hongkong to Macao on week days at 2.00 P.M.		
Departures on Sundays at 12.30 P.M.		

Departures from Macao to Hongkong daily at 8.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	219 tons,.....	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.		

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	388 tons,.....	Captain J. Wilcox.
" " "NANNING"	569 "	C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yunki, Manning, Kunchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Fing-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.

Canton to Tak Hing ... Single \$12.50. Return \$21.00.

Canton to Samshui.....Single \$7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN"	Capt. B. Branch.	S.S. "SANUI"	Capt. H. Black
Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kunchuk, Samshui, Shiu-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.			

FARES:—Hongkong to Wuchow Single \$17.50, Return \$35.00. Round trip tickets to Wuchow returning via Canton or vice versa \$35.00 available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING"	Capt. R. Birss.	S.S. "HONGKONG"	Capt. Maxfield
Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kunchuk, and Kongmoon. Returning daily (Monday excepted).			

FARES:—Hongkong to Kong Moon.....Single \$6.00

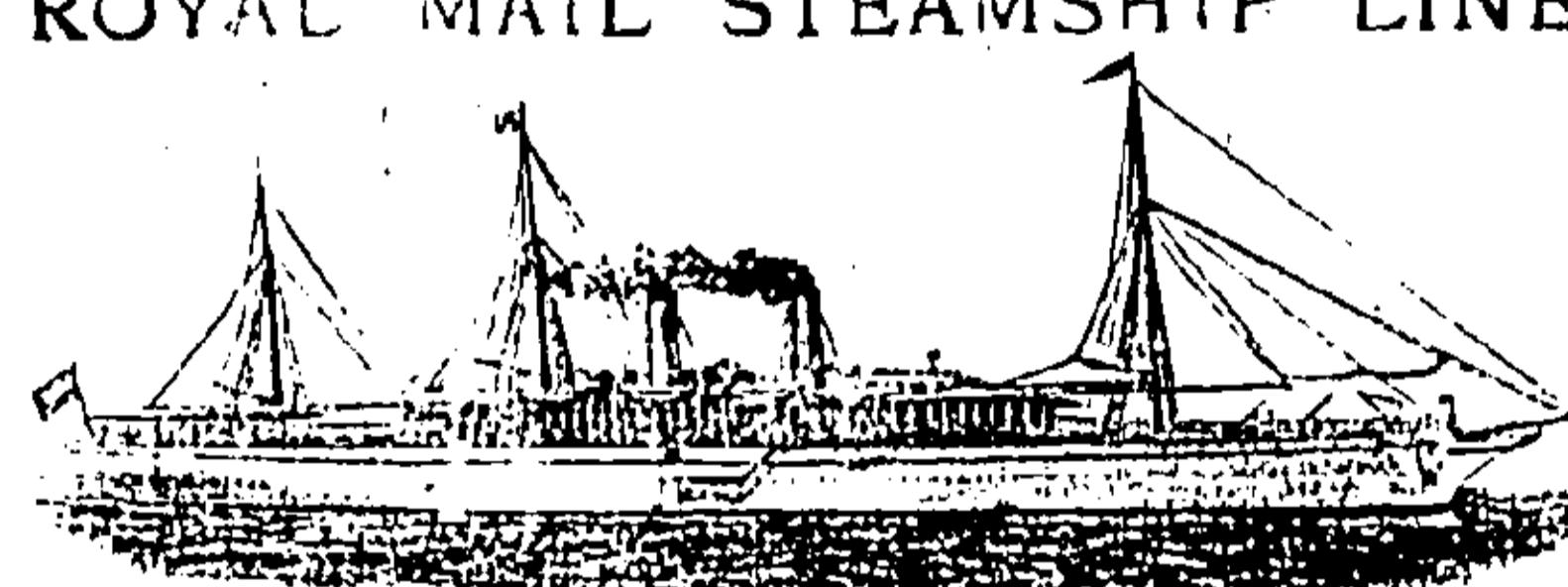
Hongkong to Kunchuk Single \$7.00 |

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Hank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 5th January, 1905

19

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPEROR OF CHINA"	6,000 Tons.....	WEDNESDAY, 29th March.
" " "EMPEROR OF INDIA"	6,000 "	WEDNESDAY, 19th April.
" " "TARTAR"	4,753 "	WEDNESDAY, 26th April.
" " "EMPEROR OF JAPAN"	6,000 "	WEDNESDAY, 10th May.
" " "ATHENIAN"	4,440 "	WEDNESDAY, 24th May.

" " "EMPEROR OF CHINA" 6,000 " | WEDNESDAY, 31st May. |

Hongkong to London, 1st Class.....via St. Lawrence £60. via New York £62.

Hongkong to London, Intermediate on £40.

Steamers, and 1st Class Rail £42.

THE magnificient Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, etc., Hank Books, Rates of Freight and Passage, apply to

11. W. CRADDICK, Acting General Agent,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 15th March, 1905

10

HAMBURG-AMERIKA LINIE.

OESTERREICHISCHE DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA AND BALTIC PORTS; NORTH, and SOUTH AMERICAN PORTS)

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BHENANIA*	MARSEILLE, HAVRE & HAMBURG.	20th March, 5 P.M.
Boehren	(Calling at SPORE, PENANG & COLOMBO).	Passengers.
SUEVIA	HAVRE and HAMBURG.	4th April.
Koenig	(Calling at SPORE, PENANG & COLOMBO).	Freight
SILESIA*	HAVRE and HAMBURG.	18th April.
Bahn	(Calling at SPORE, PENANG & COLOMBO)	Passengers.
SLAVONIA*	HAVRE and HAMBURG.	2nd May.
Schoenfeld	(Calling at SPORE, PENANG & COLOMBO).	Freight and Passengers.
SEGOVIA*	HAVRE and HAMBURG.	16th May.
Schoenfeldt	(Calling at SPORE, PENANG & COLOMBO).	Freight.

With Transhipment at Singapore, Filler, to sail from Singapore about 10th March, Freight, with liberty to call at the Malabar coast.

NUBIA, Captain Habel, about 25th May, Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers, Saloons and cabins amidships. Lighted throughout by Electricity.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,

Hongkong, 16th March, 1905

14

D. NOMA, TATTOOER,
60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904.

14

Mails.

IMPERIAL GERMAN MAIL LINES.
NORDDEUTSCHE LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principals Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

PRINZ REGENT LUFTPOLD	WEDNESDAY, 29th March.
PRINZ HEINRICH	WEDNESDAY, 12th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 26th April.
PREUSSEN	WEDNESDAY, 10th May.
KOON	WEDNESDAY, 24th May.
BAVERN	WEDNESDAY, 7th June.
ZIETEN	WEDNESDAY, 21st June.
GNEISENAU	WEDNESDAY, 5th July.
SACHSEN	WEDNESDAY, 19th July.
SCHARNHORST	WEDNESDAY, 2nd August.
PRINZ HEINRICH	WEDNESDAY, 16th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 30th August.

SAILING DATES

WEDNESDAY, 29th March.

WEDNESDAY, 12th April.

WEDNESDAY, 26th April.

WEDNESDAY, 10th May.

WEDNESDAY, 24th May.

WEDNESDAY, 7th June.

WEDNESDAY, 21st June.

WEDNESDAY, 5th July.

WEDNESDAY

Intimation.

WM. POWELL,

LIMITED.

"ALEXANDRA
BUILDINGS"

Des Vaux Road.

Everything for
Ladies' and
Children's wear.NEW
CHIFFON
VEILINGS.

RAIN COATS.

BELTS.

LINEN COLLARS.

CORSETS.

DRESS
FABRICS.NEW
GRANITE TWEEDS.

NAVY SERGES.

FANCY VOILES.

FOULARDS,
AND
A splendid selection
of
NEW MUSLINS
at
Moderate Prices.GENTLEMEN'S
DEPARTMENT,
28, Queen's Road.

NOW ON SHOW.

SMART SILK
AND WOOL
SHIRTS
of beautiful quality,
newest patterns.OPEN KNIT SILK
SCARVES.LIGHT-WEIGHT
RAINCOATS.

INSPECTION INVITED.

Wm. POWELL, Ltd.
HONGKONG.

Hongkong, 8th March, 1905.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions
to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 17th March, 1905, at Noon, at
the Hongkong & Kowloon Wharf & Godown
Company's Godowns, West Point,
1,687 BAGS WHITE SUGAR.TERMS.—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 16th March, 1905. [355]

PUBLIC AUCTION.

THE Undersigned have received instructions
to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 17th March, 1905, at 2 P.M., at their
Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street,
A NUMBER OF
IRON SAFES, SCALES,
ALSOENAMELED WARE, SOCKS, FURNITURE, GLASS WARE, PICTURES, CROCKERY, COOKING STOVES, BICYCLES, &c., &c.
TERMS.—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 16th March, 1905. [356]

WATER RETURN.

Level and Storage of Water in Reservoirs
on the 1st March.
LEVEL.
1904. 1905.
Tytam... { 35' 6" below } 34' 7" below
overflow overflow
Byewash... { 28' 8" below } 28' 8" below
overflow overflow
Pokfulam. { 42' 0" below } 29' 0" below
overflow overflow
Wong-nai- cheong. { 44' 9" below } 41' 0" below
overflow overflow
STORAGE GALLONS.1904. 1905.
Tytam..... 149,640,000 154,500,000
Byewash.....
Pokfulam..... 000 9,400,000
Wong-nai-cheong 28,000 552,000Total..... 149,668,000 164,452,000
Consumption of Water in the City of Victoria
and Hill District during the month of February,
1904. 1905.

Consumption... 71,731,000 102,723,000 gallons

Estimated po-
pulation... 222,500 227,300Consumption per
head per... 11.1 16.1 gallons
day.....Intermittent supply in force during the whole
month of February, 1905, and from 27th
February, 1905.Consumption of Water in Kowloon Peninsula
during the month of February.

1904. 1905.

Consumption... 12,669,000 12,181,000 gallons

Estimated po-
pulation... 66,350 72,100Consumption per
head per... 6.5 6.0 gallons
day.....The Government Analyst reports that the
water is of excellent quality.P. N. H. JONES,
Water Authority.

THE BANQUE OF INDO-CHINA.

PARTICULARS AND CONDITIONS OF
the letting by Public Auction Sale, to be
held on MONDAY, the 20th day of March,
1905, at 3 P.M., at the Offices of the Public
Works Department, by Order of His Excellency
the Governor, of One Lot of CROWN LAND
at Barker Road, in the Colony of Hongkong,
for a term of 75 years, with the option of re-
newal at a Crown Rent to be fixed by the
Surveyor of His Majesty the King, for one further
term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.				Contents in Square feet.	Annual Rent.	Upset Price.
			N.	S.	E.	W.			
Barker Road	165,51	Barker Road	165' 6"	165' 6"	115' 6"	35	29,416	158	1,527
Hongkong, 11th March, 1905.									

Notices of Firms.

P. & O. S. N. CO.

NOTICE.

UNDER instructions from the General
Managers, MR. L. S. LEWIS will be
in Charge of the Company's business at this
Port during my absence from the Colony on
leave.F. A. HEWETT,
Superintendent.

Hongkong, 11th March, 1905. [353]

NOTICE.

M. R. FREDERICK SALINGER will sign
a new firm for procurations during the
absence from the Colony of Mr. H. E.
TOMKINS.

REISS & Co.

Hongkong, 13th March, 1905. [363]

Entertainment.

CITY HALL.

UNDER THE PATRONAGE OF H.E. THE
GOVERNOR.MR. EDWARD BRANSCOMBE'S
WESTMINSTER
GLEE AND CONCERT
PARTY
FROM LONDON.

FOUR CONCERTS ONLY.

FRIDAY, 24th March,

AND

MONDAY, 3rd April.

TUESDAY, 4th April.

AND

THURSDAY, 6th April.

Complete Change of Programme each Concert.

The Programmes include a unique collection

NATIONAL BALLADS

of
England, Ireland, Scotland and Wales,

ALSO

GLEES, MADRIGALS AND CATCHES.

HUMOROUS MUSICAL SKETCHES,

BY

MR. DUDLEY CAUSTON.

MADAME MARIE HOOTON,

The Eminent English Contralto.

MR. EDWARD BRANSCOMBE,

The English Tenor.

FOUR BOY SOLO SOPRANOS,

Leading London Cathedral Choristers.

Box Plan RONNISON PIANO CO.

Prices \$3, 2 and 1. Concert 9-11 P.M.

Hongkong, 14th March, 1905. [364]

THE HONGKONG
STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLAR-

GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS AL-

WAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1905. [355]

the interest nor, perhaps, the ability to go. He is, however, a man of some shrewd foresight, and his opinion possesses weight at the Council. Alone among his party, he has always listed his voice against any attempt to embroil Russia with Great Britain, and his cousins and colleagues must now be thankful for the support which Vladimir lent on more than one occasion to Count Lamadoff. He is a stout supporter of a reactionary policy, but is, as a rule, content to follow the advice of his young cousin the Grand Duke Alexander.

This man, the Tsar's brother-in-law, is the real ruler of the country, and must be possessed of exceptional dexterity to have held together for so long the jarring interests of this family circle. Inherently selfish, and jealous of each other, in all else, in one matter alone are the Grand Dukes really united—the need, the continuous, and pressing need, of money. Alexander it was who, in a financial emergency of a more than usually pressing nature, introduced M. Besobrasoff to his uncle and cousins, and thus began the web of disaster and folly which now bids fair to be the winding-sheet of the present regime. M. Besobrasoff, as all the world now knows, by securing for the Grand Dukes enormous concessions of minerals and forests in Korea and Manchuria, then laid the seeds of that tempestuous and political encroachment in the Far East which is bearing bitter fruit to-day. Careless of all except their endangered concessions, the Grand Ducal party almost to a man pressed on the war with Japan. The one exception was the Grand Duke Serge, lately Governor of Moscow. He is a stern and merciless disciplinarian, and of all his kinsmen, represents the bitterest and most reactionary policy. In particular the Russian Jews owe to this man the consistent inhumanity with which they have been treated during the present reign. Alexis, the Lord High Admiral of what remains of the Russian navy, is of a different type again. More deeply involved in the ultra-Asian speculations of M. Besobrasoff than any other of his relatives, it was due to his direct insistence that Alexeieff was placed in supreme command. This act, viewed with our present knowledge of the policy of the Grand Ducal party, tantamount in itself to a declaration of war, and for it Alexeieff is responsible. The violent friction which has again and again taken place between the Admiralty and the Russian Foreign Office has been rather due to Alexander than to his cousin, the nominal head of the department.

There yet remain for notice the Grand Dukes Cyril and Boris, sons of Vladimir—whose exploits and escapades in Manchuria are sufficiently notorious—and Nicholas Nicholaievitch, a man of whom little is known from the present point of view. He has kept himself almost wholly aloof from the world of politics, and by virtue of a nearly equal abstention from serious interest in his own profession, the army, he remains an unknown factor, so far as the present crisis is concerned.

The private characters of the members of this all-powerful committee are not, of course, now under consideration, but it must be admitted that in the eyes of most well-informed Russians there is also a public menace in the cynical disregard of public opinion which is, as a rule, displayed by them. It was not, of course, to be expected that in members of an autocratic house a respect for convention or morality should be discovered which had rarely been shown by them for the law itself. But the grave scandals which have lately been disclosed in all branches of the Russian administration, and the cynical appropriation of money and comforts provided for the sick and wounded, are regarded by all as no indirect result of the thoughtlessness and self-indulgent extravagance which characterise without exception every member of the Grand Ducal party.

They are rich men. Every member of the Imperial house has been well provided for. Estates of enormous size are enjoyed by the majority of these Grand Dukes, and the high positions of State which the majority of them fill, add directly and indirectly to their revenues. But the reckless waste of money which characterises them in every part of the world would ruin men of far greater wealth than the jun or prince of the House of Romanoff are ever likely to be. Their obstinacy in adhering to an ancient régime is thus of necessity as well as choice. The establishment of a constitution of the most elementary nature would at once cut at their present means of livelihood, and the fact that, by their own foolhardiness, they have gone far to lose every vestige of what at one time were enormous properties in the Farther East, does but compel them to cling all the more desperately to the right and privileges which they still possess at home.

The most serious consideration of the present impasse is that the Church of Russia must necessarily throw in her lot with the Tsar, and the Grand Ducal party is fully aware, and intends to make the fullest use, of the advantages which thereby accrue in it. It is not, therefore, in the least likely that any overt change in the present régime will be attempted. It has served their Imperial highnesses so well in the past that they are little likely to run any risk now of missing the substance of power by grasping at the shadow. The problem which now confronts the Reform party in Russia is rendered doubly difficult by the anomalous position in which the autocrat is by his own weakness, and even by his own wish, now placed.

COMMERCIAL.

TO-DAY'S EXCHANGE.
SELLING.

London—Bank T.T.	1 10 7/16
Do. demand	1 10
Do. 4 months' sight	1 10 11/16
France—Bank T.T.	2 35
Germany—Bank T.T.	1 91/16
India T.T.	1 39/16
Do. demand	1 39/16
Shanghai—Bank T.T.	7/16
Japan—Bank T.T.	9 1/2
Java—Bank T.T.	1 12/16
Buying.	
4 months' sight L/C.	1 10 13/16
6 months' sight L/C.	1 10 15/16
30 days' sight San Francisco & New York.	4 6/16
4 months' sight ...do.	4 6/16
30 days' sight Sydney and Melbourne.	1 11 1/16
4 months' sight France.	2 39/16
6 months' sight ...do.	2 4/16
4 months' sight Germany.	1 9/16
Bar Silver.	26 15/16
Bank of England rate	3 3/16
OPIUM QUOTATIONS.	
To-day's quotations are as follows:—	
Malwa New @ 1,150	Per picul
" Old @ 1,180	
" Older @ 1,275	
" Oldest @ 1,380	
Pata New @ 1,137	Per chest
Bengal New @ 1,075</	

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D.
1841.

WINE AND SPIRIT
MERCHANTS.

The Hongkong Telegraph

HONGKONG, THURSDAY, MARCH 16, 1905.

AT THE GREAT PASS.

VERY OLD LIQUEUR
SCOTCH WHISKY.

D
PORT,
VERY FINE OLD VINTAGE MANY
YEARS IN BOTTLE.

A CHOICE AFTER-DINNER WINE.

A. S. WATSON & CO.,
LIMITED,
WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

Hongkong, 25th February, 1905.

[32]

Gregory

WINE
AND
SPIRIT MERCHANTS,
HONGKONG,

34, QUEEN'S ROAD CENTRAL,
FIRST FLOOR,

(WM. POWELL & CO.'s old premises).

Specially

Recommended :

Per case, quarts.

Chateau La Tour Marceau \$9.00

(a fine full flavoured claret).

Chateau Haut Vigneau 18.00

(a splendid after dinner wine).

Chateau La Tour de l'Ile 18.00

(a white wine of exceptional bouquet).

NOTICE
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES, (IN ADVANCE).

DAILY—\$10 per annum.

WEEKLY—\$18 per annum.

The rates per quarter and per annum, proportional to the daily issue, are delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 40 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

A PEKING wire of 5th inst. says:—President Chao Erh-sen, of the Board of Revenue, has requested Professor Jenkins to come to China to assist him in establishing the new national bank of China, and reforming the currency system.

A SEOUL telegram to the *Mainichi*, dated the 28th ult., states that the Korean Emperor has become a convert to Roman Catholicism and has intimated to the Roman Catholic mission at Seoul his desire to be formally received into that Church.

YAN Hing, a general dealer of Peel Street, charged with packing his goods on the steps provided at Praya West for use by passengers arriving and departing by sampan, was this morning fined \$15 with the alternative of six weeks' imprisonment.

THE revised commercial treaty between China and Portugal has been rejected by the parliament of the latter country, especially on the point regarding the Canton-Macao Railway. The treaty commissioners will have to reconsider this point.—*Sin-wan-fu*.

THE sale of the goodwill, stock in trade, furniture, etc., of the Ty Sing firm, advertised to take place to-day by Messer. Hughes and Hough, auctioneers, by order of the Court, at No. 108 Queen's Road, Central, was cancelled, the matter having been arranged privately.

CHEW Shu Shu, and another coolie had an altercation in Hollywood Road, in the course of which Chew seized a knife and cut the other man over the cranium, necessitating his removal to hospital, where his wounds were dressed. Chew was sent this morning to one month's hard labour.

THOMAS Smith, a quondam ship's master, but at present unemployed, was placed before Mr. F. A. Hazelton at the Magistracy this morning, charged with being drunk on Queen's Road, Central, yesterday, and was fined \$2 or 7 days. A similar penalty was imposed on an Indian watchman for a like offence.

THE death is announced of Mr. P. Sigt, architect, of the Public Work Department, who has fallen a victim to the unusually prevalent disease of small-pox. The deceased came out from home to join the staff of the P. W. D. in Siam, just about ten months ago; he was only twenty-five years of age and was the only son of his parents, both of whom are alive.

THE Hongkong Odd Volumes Society announce that Inspector Cotton has kindly consented to deliver a lecture, on "Tea: Its History, Cultivation, and Manufacture" in the former Chamber of Commerce room, at the City Hall, on Wednesday, the 22nd inst., at 5 p.m. Dr. F. W. Clark will take the chair. Ladies are invited, and members may ask their friends.

H. E. Chang yen-mao has telegraphed to His Excellency Yuan Taotai of Shanghai and Taotai Shen Tung Ilo as follows:—On the 26th of last moon (Chinese calendar) the court gave judgment for the plaintiff, and ordered the prosecution to abide by the memorandum, and to pay all costs. In regard to the watered shares, separate charges will be made out. You are hereby requested to give the shareholders all the desired information.

IT has long been the endeavour of the Indian army to persuade many of its officers as possible to learn Chinese, while there are yearly more and more officers in India who speak Russ. Now, Lord Kitchener is also particularly anxious that they should add Yunnanese, which would be vastly useful round Burma. Lord Kitchener is making what are described as special "facilities" for the study of the language, which is said to be remarkably difficult.

A SAMPLE bottle of Guinness's extra stout of the Pig brand quality, as specially bottled for the Wine Growers Supply Co., for whom Messrs. Barretto and Co. are local agents, is really an excellent beverage and an aid to digestion and can be recommended by medical men to their most delicate patients. The brand is only slightly higher in price than other bottlings of Guinness's, a cask of eight dozen pints running at \$4, while a cask of four dozen quarts is priced at \$19.

WHEN the Kansas country editor dips his pen into the inkpot for fine writing, he is bound to leave a pretty wide trail behind him. Here is an obituary notice from the Bourbon County (Kansas) *Express*: "About five o'clock yesterday afternoon the death angel noiselessly entered the M. E. parsonage, touched gently the emaciated form of the parson's daughter, left a piece of inanimate clay to the tender care of weeping loved ones, and bore back to the bosom of the Master a human soul."

MR. W. R. D. Beckett, H. M. B. Consul at Bangkok, who is going home on leave of absence, was the recipient of an address, and presentation from the Chinese British subjects in Bangkok. Besides the address Mr. Beckett was asked to accept a large ornamental Chinese silk banner, four rolls of Shanghai silk and a couple of Shanghai vases. The banner was a very handsome one, about 10 feet in height, with symbolic figures and bearing an inscription wishing Mr. Beckett wealth, length of days and many sons.

MR. J. M. Beck, Superintendent of the Eastern Extension Co., Ltd., states that owing to interruptions of English landlines and six cables off the coast of Portugal by storms delay may be expected on telegrams from Great Britain. Lieut-General Sir Ian Hamilton, the British Military Attaché, who has just come down from Manchuria, is a passenger on board of the homeward bound steamer *Princess Alice*. Before leaving Japan he was given a farewell audience by the Emperor and Empress at Tokio, and afterwards inspected the palace.

N.B.—All our Wines and Spirits are bottled at home, thereby ensuring to our Customers all the advantages accruing from bottling done at home under the direct supervision of the Growers and Distillers as compared to bottling done in China by Chinamen at the service of European Firms.

Hongkong, 31st December, 1904.

[33-4]

MUSKETRY.

INTERESTING LECTURE ON THE NEW RIFLE.

THE CHINA AND MANILA
STEAMSHIP CO., LTD.

The report for presentation to the shareholders at the twenty-second ordinary general meeting to be held at the office of the general managers, on Saturday, the 25th inst., at 11 a.m. is as follows:—

Annealed we beg to submit to shareholders the usual annual statement of accounts for the year ending 31st December, 1904.

The net profits \$38,107.70, which it is proposed to appropriate as follows, viz:—

To place to reserve fund \$5,000.00

pay a dividend of \$1.00 per

share 24,275.00

carry forward to next year's

account 8,832.70

As the *Perla* could not be run at a profit she was sold to Japanese buyers in August last. The *Rubi* and *Zafiro* have made the service regularly throughout the year between Hongkong and Manila, and, as their earnings show, have proved themselves well adapted to the altered conditions of this trade which now demands more upon foreign passengers and cargo than on Chinese as formerly.

In accordance with resolutions passed on the 5th October, 1904, and 11th October, 1904, the capital of the company has been reduced to \$750,000.00.

Consulting Committee.—Mr. J. H. Lewis having left the colony, Mr. H. P. White was invited to take his place on the consulting committee.

In accordance with the articles of association Messrs. N. A. Siebs, D. E. Brown, H. P. White and A. V. Apcar retire, but offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs. T. Arnold and W. H. Potts, who are recommended for re-election.

SHEWAN, TOME & CO.,
General Managers.

Hongkong, 6th March, 1905.

The accounts are as follows:—

PROFIT AND LOSS ACCOUNT.

Balance at debit brought forward

from 1903 \$ 63,123.66

Consulting committee's fees 4,000.00

Advertisers' fees 402.00

Interest 22,710.12

Charges 2,738.43

Amount written off as depreciation

and loss 544,797.6.

Loss on working account s.s. *Perla* 29,938.23

Balance 36,077.70

\$705,798.78

Amount written off capital account as per resolution passed at extra-ordinary general meeting of shareholders held 5th October, 1904, and confirmed at meeting held 26th October, 1904, \$66,875.00

Exchange 3,777.10

Profit on working account s.s. *Rubi* 95,166.62

Profit on working account s.s. *Zafiro* 50,570.78

\$705,798.78

BALANCE SHEET.
Liabilities.

Authorised capital—

30,000 shares @ \$50

each \$150,000.00

Less written off as per resolution passed on 5th October, 1904,

30,000 shares @ \$25

each 750,000.00

\$ 750,000.00

Issued and fully paid

24,275 shares @ \$50

each \$121,375.00

Less written off on

24,275 shares @ \$25

each 6,687.50

\$66,875.00

Calls on shares forfeited now belonging to the Company 8,785.00

Underwriting account 13,167.43

Due to general managers 775.38

Sundry creditors 25,700.52

Company's bankers 276,237.00

Balance of profit and loss account... 36,167.70

\$969,648.23

Assets.

Value of steamers *Rubi* and *Zafiro* \$83,000.00

" Hongkong buoys and moorings 3,400.00

" stores on hand 4,900.00

" coal on hand 60.00

Proprietary of premium on current policies 53,541.07

Sundry debtors 22,785.43

Outstanding freights 1904 39,535.90

Cash 790.64

\$969,648.24

We have compared the above statements with the books and vouchers of the company and have found the same in accordance therewith.

T. ARNOLD,
W. H. POTTS, } Auditors.
Honkong, 6th March, 1905.

THE H. A. ss. *Kriegsberg* arrived at the Bund, Tientsin, on the 2nd inst., being the first steamer this season. In addition to the steamers of the Indo-China S. N. Co. and B. and S., the China Merchants expected three to arrive the following day; so the bund and river will once more regain its busy aspect.

SHIPPING AND MAIIS.

MAILS DUE.

American (Korea) 18th inst.

French (Tonkin) 20th inst.

Indian (Kunming) 22nd inst.

American (Coptic) 26th inst.

Canadian (Tartar) 29th inst.

The H. A. L. ss. *Rhenania* left Shanghai for this port on 15th inst., p.m., and may be expected here on 18th inst.

The P. M. S. S. Co.'s s.s. *Korea* with mails, &c., left Shanghai for this port on 16th inst., at 11 a.m., and is due here on 18th inst., at daylight.

The C

TELEGRAMS.

[Reuters.]

The Defences of Indo-China.

London, 14th March.

M. Clementel, French Minister for the Colonies, will spend September in Indo-China studying the improvement of defences in view of the changed conditions existing in the Far East.

The War.

General Kuropatkin, wiring on the 11th instant, admitted the loss of 50,000 men wounded.

DEFENDING TIELING.

Preparations for the defence of Tieling are going on with frantic haste; new trenches are being dug, and fortifications constructed.

Russia.

Later.

Peasants have brutally slaughtered nine landed proprietors in the province of Kursk, Southern Russia. The peasant movement is rapidly spreading.

THE COLONIAL FOOD SUPPLY.

PORK: ITS FIRST AND MARKET COST.

A further communication received from "Subscriber" on this interesting subject deals with the question of profit made by the pork butcher after he has purchased his meat from the dealers in the depots. In a former letter our correspondent pointed out that the cost of a pig bred, and reared in the locality is for, say, an animal of 100 lbs, about \$10 each, while for those of the same weight brought here from Hainan \$17 to \$18 is obtained. Therefore taking the local animal at a hundred lbs. weight the pork butcher has to pay \$10.30 including the fee for the animal, and as the porkers are slaughtered quickly he stands to run but little risk of any loss. After killing there is about 85% of meat left which fetches 21 cents per pound, so that he nets \$1.40 for the choice cuts, such as chops, legs, shoulder and so on. The liver, weighing about three lbs., is sold at 20 cents per lb., the heart at 12 cents, kidneys at 15 cents the pair, feet 50 cents the set, while chitlings and f'y, say 3 lbs. at 15 cents the lb., bring in another 45 cents. The average weight of the head is 7 lbs., and this sold at 15 cents the lb., make an other \$1.50, or a total realised on sale of \$23.42, free which has to be deducted the expenses \$10.40, leaving a profit of \$3.02 per head.

CHINA BORNEO CO.

The last ordinary meeting of shareholders of the British North Borneo Co., held in London, the chairman (Sir Charles Jessel), reviewing the progress of the territory thus refers to the China Borneo Co., in which Hongkong is more or less interested. —The new patent slipway, which will be of the greatest benefit to local shipping, belongs to the China Borneo Company. It is capable of dealing with all the local shipping under 150 ft. in length. This is the sort of thing we wish to encourage, and we trust that the owners of the slip will be handsomely rewarded for their enterprise. In time, no doubt, someone will provide a dry dock for a larger class of vessels. There are many excellent sites in both Sandakan and Jesselton district for such a dock, and there is most certainly a demand for one, the nearest being Singapore.

SHIP'S TRYING EXPERIENCES IN THE ICE.

The crew of the American steamer *Tacoma* (182 tons), which has succeeded in reaching Kumjiri island, after great trouble with the blocks of ice in the northern sea, reports that she left Canton for Shanghai on Jan. 5. On arriving in the vicinity of the Kuriles, she met with a gale near Urip island, and after being in great trouble for three days she got to Noya point, where she again experienced much difficulty from floating ice. After drifting for over twenty days near Atoya, she was driven to the vicinity of Nishikiro. Five days later she arrived, after great trouble, at Otonomi. Another vessel, of unknown nationality, is said to be in difficulties with floating ice off Kitami province, Hokkaido.

CHINESE QUICK CLOSING.

The quick closing methods adopted for the new Chinese loan afforded very little, if any, opportunity for the ordinary investor to apply for the issue. It is true that the loan was comparatively small, and that it was likely to be many times over-subscribed, but the *Pall Mall Gazette* says that those are hardly sufficient reasons for such a drastic measure as closing the list within an hour of the opening. The method is very fairly summed up in a letter which a firm of brokers wrote to a client to whom, under the circumstances, they were unable to send a prospectus. "This may be complying with the spirit of the law," they wrote—having remarked that prospectuses were issued the first thing in the morning and the list was closed at 10.20—"but it certainly is no more." How different, indeed, are the Japanese methods, as we have recently had reason to note.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory.

On the 16th at 12.15 p.m. The barometer has fallen over the Formosa Channel, and risen in the neighbourhood of Hongkong.

Pressure remains high over N. China, and relatively low along the S. coast of China. Gradients are apparently rather steep in the North and moderate in the South.

Forecast—NE to N. winds, moderate; the weather likely to improve.

The information received this morning is very scanty.

THE CONSERVANCY OF THE HUANGPU.

THE COTTON INDUSTRY.

The why, when and whence of the introduction of cotton cloth manufacture into China is problematic, if not legendary. Some of those most interested in the history of Chinese products and industries believe that cotton as a plant is indigenous of the soil of China; others believe it, came from the north western frontiers of India and Burma, while Chinese accounts, which are not always to be relied upon, attribute its introduction to that period of trade greatness when in the second and third century B.C. the ships, agents, and caravan merchants traded with western Asia and the east coast of Africa and there received instructions from the progressive Emperors of those days to procure all samples of seeds and manufactures. The seeds came, according to these accounts, from the African coasts and then went to India when propagation reached the point when seeds, might safely be sold. The more reliable historians of Chinese products and industries have but little compunction in sweeping aside these highly problematic tales, and placing the introduction of cotton plants into China subsequent to a few centuries to the commencement of the Christian era. Search as we may amongst all authentic works on China we find no trace of the use of cotton garments prior to the commencement of the sixth century A.D.

It appears that the smaller and relatively wealthier population of China indulged in silk and woolen materials prior to this time. Silk materials were patronised in the south, but only during the summer. In the north, goat's hair cloth and camel's wool materials formed the garments of the winter, and over these latter, men wore fur breastplates, the class of animal skin indicating the calling of each man. We see this in the leopard and tiger skins fronts of the Chinese and Manchu banners and braves of the present day.

With the sudden increase in the population under the peaceful rule of the Tangs dynasty, poverty moved beside opulence and prosperity, and it became necessary to provide a tougher and lasting material for the working people. Cattle and sheep began to disappear from the southern and warmer provinces which were given over almost entirely to the husbandman. There can be little doubt but that the traders of this dynasty may be considered the cotton pioneers of China, and their efforts received an impetus from that wonderful woman, the Empress Wu Tsin-tien, who insisted on the very best class cotton seeds being introduced to the regions south of the Yangtze, that is to say, what might be called the Kiangnan delta. This strong minded woman, whose counterpart is found in the twentieth century Empress Dowager, was undoubtedly a woman of many parts, and if history be correct she encouraged the cotton spinning and weaving by working by her own royal hand her own spinning wheel and small looms in her own place. She exhibited these works with those of her subjects and if any sample belonging to the latter proved superior to those west by the royal fingers those subjects were royally rewarded. Thus did Chinese royalty patronise the industries of those days.

The cotton industry after this seems to have been more or less firmly established, but attracted little attention in comparison to other industries, typically Chinese, as no particular mention is made of it until we read that in the 13th Century, Marco Polo found the cotton industry most important and a flourishing one in the Fukien province. The dyeing of the material was conducted before weaving, and from native accounts was a most interesting process. The spun thread was dyed in great quantities and then hung out in the sun to bleach as much as possible. If the threads became too pale they were again dipped and hung out, the process being continued until the exact tinge was procured. In this way the most wonderful shades of yellows, blues, greens and reds were manufactured. This method of dying to what is called permanent dyes, seems to have been a thoroughly oriental idea as we find it a practice amongst the Persians, Turks and the less progressive people of Kashgar as well as in Burmah and India. It accounts also for the permanent brilliancy of oriental colouring.

Much of these textiles were shipped at this time from Fukien and Kiangnan province to the islands of the southern Asiatic seas. Whether the industry had spread into the interior of China this period is not stated, but Marco Polo informs us that long tunics of cotton of various fineness were worn by Tibetans, western Chinese and Mongols.

When we come down to the nineteenth century we find cotton garments the chief wearing apparel of the hundreds of millions which formed the population of the Chinese Empire and sold fabrics as the luxuries of the rich and official classes.

We find that in the year 1850 the Jesuit fathers estimated the annual cotton product of Kiangnan as averaging over 25,000 tons and it would seem that it has vastly increased since that date, both in quantity and quality, although the cultivation of cotton has never been made a technical study in China.

There are few parts of China where cotton of a fair staple does not grow; the great cotton growing region still remains the basin of the Yangtze valley where the white and yellow varieties grow side by side. Cotton grows in every province of China, even southern Manchuria. In the metropolitan province and in Shantung, the plants are from 15 to 18 inches in height, and here the bolls are either cleaned for cotton wool or are sold to merchants in the market towns. In some cases it is used on the spot where it is grown, to make a narrow width loom material very coarse but exceedingly strong.

There is scarcely a hamlet in any province which will not be found to contain a couple of spinning wheels and a cottage loom as part of the household furniture. The cottage looms used in weaving cotton vary from 12 to 18 inches in width and are exceedingly simple in construction. In fact from the very start of separating the

seeds, even if not the planting thereof, to the looming, all work is of the most primitive. The family hands are the chief machines of manipulation throughout all stages which succeed the tilling of the soil and the sowing of the seed.

The result of these extremely crude Chinese processes tends to a coarseness of texture but at the same time to the production of a durable article, the better classes of which have become known as "Nankeens."

In the provinces of Yunnan, Yenan, and Szechuan, water power was used in by years back to assist the work of the native spinning wheels, and even sets of twelve and twenty spindles of very primitive structure were used. Later came into China the knowledge of foreign machinery which was permitted after a time to be imported for Chinese purposes solely.

This permission to import foreign machinery

for Chinese use, led in the early seventies to the erection in Canton of a cotton spinning mill worked by steam. When however the owning company were ready to work the cotton, the growers were so superstitious concerning the new fangled steam devil that they would not trust the cotton out of their hands.

The experience of Chinese progressives in

Canton did not deter the Chinese merchants of Shanghai from taking advantage of the

right to import machinery, and their energies

were directed to the Hwa Sheng Tso Tsang or

H. E. Sheng's official cotton mill, and a little

later in the Wah Sheng Tso Ssang. In the

early nineties the Yu Yuen Company was

started by Chinese and was in process of con-

struction at the time of the China-Japan war.

In the year 1880 Dr. Williams thought the

new production of cotton was such that

prices would not probably advance more than

10 per cent if the whole foreign importation of

raw or manufactured cotton suddenly stopped.

That was before the epoch making Chino-

Japanese war.—*Shanghai Times*.

WEI-HAI-WEI LAND AND BUILDING CO.

The annual general meeting of the Wei-Hai-Wei Land and Building Co. was held at Shang-

hai on 8th inst.

The secretary read the notice convening the meeting when the Chairman said:—Gentlemen

the report and accounts have been for several

days in your hands and with your consent we

will take them at read.

The accounts show a more satisfactory state

of affairs than any others that have been put

before you at our annual general meetings.

This is to a great extent due to our having been

able to dispose of a part of our property known

as Estate No. 6. That estate cost us and stood

in our books at Tls. 7,770.02 and we sold it for

£1,800 or Tls. 14,557.18, realizing thereby a

net profit, after paying expenses of Tls. 6,223.43.

We have been able to pay off our debit balance

with the bank and have now a credit balance.

We have written off 33 1/3 per cent. from

future account and we have invested in Shang-

hai Gas Co. debentures the sum of Tls. 8,691.24,

this sum we suggest should be used for developing

the Company's business, so soon as we

have definitely the British Government's inter-

vention with regard to the future of Wei-hai-wei,

and sufficient encouragement is given to

invest capital in the place. I am sorry we

have not been successful in obtaining from the

British Government payment of our claim for

the 1900 rents of the bungalows. When Mr.

Hogg was in England he got certain members

of the House of Commons to take an interest

in the claim and did all he could to get the

claim recognised, but without success. Our

thanks, however, are due to Mr. Hogg for the

trouble he took in the matter (appr. 1880). We

think it as well to leave this item still standing

in our books in the hope that some day the

justice of our claim may be recognised. At

the last annual meeting a shareholder suggest-

ed that the advantages of Wei-hai-wei as a

deep water port and otherwise should be

brought to the notice of the big shipping firms.

Steps have been taken in this direction but we

are afraid that until our Government makes

known its future intentions with regard to Wei-

hai-wei no extensive private outlays will take

place in godowns and shipping facilities.

Eight bungalows are now let for this season,

which is the best the company has yet done.

The furniture account has been considerably

written low and as the company's buildings

have been kept in good repair, we think we

can say the general financial position of the

company is sound and puts us in a position to

take advantage of any opportunity that may

arise for furthering the company's interests.

Before proposing the resolution to the ac-

counts I shall be only too pleased to answer

any questions any shareholder may wish to ask.

There being no questions the Chairman pro-

posed and Mr. W. C. Murray seconded that the

report and account as presented be passed

Carried.

Mr. W. A. C. Platt was unanimously re-

elected a director of the company and Mr. A.

Leake was elected auditor for the ensuing

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.
JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL-EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"OANFA"	17th March.
GLASGOW and LIVERPOOL	"KAISOW"	25th March.
GLASGOW and LIVERPOOL	"AGAMEMNON"	28th March.
GLASGOW and LIVERPOOL	"JASON"	1st April.
GLASGOW and LIVERPOOL	"LAERTES"	8th April.
GLASGOW and LIVERPOOL	"DARDANUS"	8th April.
GLASGOW and LIVERPOOL	"CHINGWO"	15th April.
GLASGOW and LIVERPOOL	"TELEMACHUS"	17th April.
GLASGOW and LIVERPOOL	"DIOVVED"	21st April.
GLASGOW and LIVERPOOL	"CALCHAS"	29th April.

S.S. "Oanfa" left Singapore p.m. on Saturday and may be expected to arrive here 17th inst.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"ACHILLES"	28th March.
AMSTERDAM, LONDON & ANTWERP	"MACHAON"	1st April.
*GENOA, MARSEILLES & L'POOL	"ALCINOUS"	20th April.
AMSTERDAM, LONDON & ANTWERP	"AGAMEMNON"	25th April.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"OANFA"	18th March, p.m.
all PACIFIC COAST PORTS, <i>vid</i>		
NAGASAKI, KOBE and YOKOHAMA	"TELEMACHUS"	20th April.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 16th March, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"HANGCHOW"	1st, 10th March.
MANILA	"TEAN"	21st
KOBE	"CHINGTU"	22nd
CEBU and ILOILO	"SUNGKIAN"	28th
CHEFOO and TIEN'SIN	"KANSU"	29th
MANILA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY	"CHINGTU"	8th April.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

* N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 16th March, 1905.

Hongkong-Manila.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 18th March, at 4 P.M.
RUBI	2540	A. H. Notley	"	SATURDAY, 25th March, at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOME'S & CO.,
GENERAL MANAGERS.

Hongkong, 16th March, 1905.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via SUEZ CANAL
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS.

Steamship

For Freight and further information, apply to

SHEWAN, TOME'S & CO.,
General Agents.

Hongkong, 10th February, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NICOMEDIA"	4,370	Wagner	March 1st, 1905.
"NUMANTIA"	4,370	Brehmer	April 26th, "
"ARABIA"	4,483	Bahle	May 11th, "
"ARAGONIA"	5,198	Schuldt	May 30th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

TSIN TING,

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th July, 1904.

THE AMERICAN SYSTEM

OF

DENTISTRY.

M. H. CHAUH, D.D.S.

37, DES VŒUX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,

LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE FARES.

From 1st January, 1905.

ALSO REDUCED FARES TO

MANILA AND RETURN.

STEAMERS fitted throughout with Electric

Light, First Class Accommodation. Unrivalled

Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 1st February, 1905.

[18]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,309, J. P. MARTIN.

"KWONG TUNG" 1,238, H. W. WALKER.

Leave Hongkong for Canton at 9 every

evening (Saturday excepted).

These Fine New Steamers have unequalled

Accommodation for First Class Passengers and

Electric Light throughout.

Passage Fare—Single Journey \$4

Meals \$1 each.

The Company's Wharf is a short distance

West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD., and

YUEN ON S.S. CO., LTD.,

No. 8, Queen's Road West,

Hongkong, 10th January, 1905.

[17]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on

Week Days, at 8 A.M. and on Week

Days at 2.30 P.M. and on Sundays at 6.30 P.M.

FARES.—Week Days, 1st Class, including

Cabin and servant, Single \$3; Return Ticket,

\$5; 2nd Class, \$1; 3rd Class, 50 cents.

Every Sunday will be an excursion, at the

following rates:—1st and 2nd Class, Single

TICKET, \$1; Return, \$2; 3rd Class, Single, 30

cents, Return, 50 cents; Steerage, 50 cents.

TIFFIN and DINNER can be supplied

either on Board, or at the Macao Hotel; for

returning passengers only, at an extra charge

of \$2.

On Sundays, passengers desiring to have a

private Cabin which has accommodation for

two or more passengers, will be charged \$3

extra.

First Class Passengers, who do not care to

